

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KASUGA MARU.....	NAGASAKI, KOBE and YOKO.	THURSDAY, 27th July, at 4 P.M.
E. W. Haswell.....	YOKO, KOBE, and YOKO.	THURSDAY, 27th July, at 4 P.M.
KAMAKURA MARU.....	YOKO, KOBE, and YOKO.	THURSDAY, 27th July, at 4 P.M.
*KINSHU MARU.....	VICTORIA, B.C. and SEATTLE.	THURSDAY, 27th July, at 4 P.M.
W. Brady.....	U.S.A. via KOBE and YOKO.	THURSDAY, 27th July, at 4 P.M.
YAWATA MARU.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 28th July, at 4 P.M.
A. E. Noses.....	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHEFOO, CHINA, and NAGASAKI.	THURSDAY, 3rd August, at Noon.
SENDAI MARU.....	AMOY, SHANGHAI, CHEFOO, CHINA, and NAGASAKI.	THURSDAY, 3rd August, at 4 P.M.
H. Petersen.....	AMOY, SHANGHAI, CHEFOO, CHINA, and NAGASAKI.	THURSDAY, 3rd August, at 4 P.M.
MIKE MARU.....	KOBE and YOKO.	THURSDAY, 3rd August, at 4 P.M.
S. Kawamura.....	KOBE and YOKO.	THURSDAY, 3rd August, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

† Cargo and Passengers for VLADIVOSTOK will be forwarded on from NAGASAKI by S.S. "KOSAI MARU."

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM-FOR SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA. (DIRECT WITHOUT TRANSIT.) Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*DOMENICO BALDUINO..... 5th August.
*SINGAPORE..... 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.

For further Particulars as to Freight Passage, &c., apply to CARLOWITZ & CO., Agents.

Dr. KNOER'S ANTIPYRINE

"LION BRAND"
In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water, Wine, &c.
FEVER, RHEUMATIC AND NEURALGIC AFFECTIONS, NERVOUS AFFECTIONS.

ARGONIN.

(Registered Trade Mark.)
SOLUBLE CASEIN-SILVER PREPARATION.
Used in Gonorrhoea in 1 to 2 per cent. solution possesses similar bactericidal action to silver nitrate, but is distinguished by complete absence of irritating properties.
It is requested that the directions on the boxes for making solutions shall be implicitly followed.

CHINA EXPORT, IMPORT & BANK CO.,
SOLE AGENTS FOR CHINA.
BEWARE OF SPURIOUS IMITATIONS!

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR CO., Ltd.
DUNLOP TYRES, BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A..... \$12
Quality B..... \$10
10, QUEEN'S ROAD CENTRAL, Opposite the Telegraph Office.

MITSUBUSSAN KAISHA.

No. 6, Tei Hous Street, Praya Central.
Head Office—TOKIO.
Branch Office—LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—
Mitsui Bussan Kaisha, Ltd.
Osaka Marine Insurance Co., Limited.
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Kurehachi Cotton Spinning Mill, Japan.
The Nippon Cotton Spinning Mill, Japan.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory, Japan.

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NOTICE.

AFTER Extensive Alterations and Rebuilding, the OLD ROSE, SHAMROCK AND THISTLE has again been OPENED to the Public by its former Proprietor who wishes to see all its old patrons again at the Old House to receive a hearty welcome from the same.

WM. KRATER.
Hongkong, 18th July, 1899.

TO THE DEAF.

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGHT, Secretary, 54, Bow Lane London, E.C.

CHS. J. GAUPP & CO.

CHRONOMETER WATCH and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and ORFÈVRES.
CHARTS and BOOKS.
NAUTICAL INSTRUMENTS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Voltaire and Bohn's CELEBRATED OPERA GLASSES.
MARINE GLASSES and STYLUSES.
No. 34, W. Queen's Road Central.

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CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug. 1899.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 30th Aug. 1899.

EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept. 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the TRANS-PACIFIC journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS.

Passengers Booked through to all principal ports and around the WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 19th July, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 3rd Aug. at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 29th Aug. at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 23rd Sept. at Noon.

THE Steamship

"NIPPON MARU," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on THURSDAY, the 3rd August, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States, Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and CANADIAN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 15th July, 1899.

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire... 2,874... W.A. Evans... July 22.

Levenox... 3,677... Williamson... July 29.

Columbia... 2,876... Dobson... Sept 23.

Monmouthshire... 2,874... W.A. Evans... Oct 7.

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £4.

Excellent accommodation. First class, Tables, DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains.

The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Port of destination, whichever may be the destination of the Steamer.

Parcels must be sent in our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DOWELL & CO., LIMITED, General Agents.

Hongkong, 16th July, 1899.

Facilities for ICE at KOWLOON.

THE HONGKONG ICE CO., LIMITED, having appointed the Agent for the sale of their ICE at Kowloon, residents of that District are informed that ICE can now be had at my Store, 11, QUEEN'S ROAD CENTRAL.

H. RUTON, 11th Street, Kowloon.

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Mails.

NORDDEUTSCHER LLOYD.

(Freight Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
E. RICKMERS.....	HAVRE and HAMBURG.	About 5th August.
H. Jacobs.....	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 6th August.
*SILESIA.....	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 17th August.
Behrens.....	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 31st August.
WITTENBERG.....	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 31st August.
Madsen.....	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 31st August.
ALESIA.....	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 31st August.
Kaith.....	(LONDON with transhipment in HAMBURG) HAVRE and HAMBURG.	About 31st August.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & CO., Agents.

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CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN FRANCISCO AND SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Carmanthenshire... 3,929... about... July 30.

Carlisle City... 3,002... about... Aug. 15.

Thyra... 3,406... about... Sept. 15.

Belgian King... 3,379... about... Oct. 15.

THE Steamship

"CARMARTHENSIRE," will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, China and Japan. Hongkong, 15th July, 1899.

1330

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 12th Aug. at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 7th Sept. at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 3rd Oct. at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO," will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 12th August, at Noon, taking Passengers and Freight for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of America. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

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Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havanna, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

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S. VAN BUREN, Agent.
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HONGKONG TO NEW YORK £44.

The Railroad travelling is second to none on the American Continent. Magnificent scenery of the Rocky and Cascade Mountains.

The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

TWO SHIPS OF WAR UNFIT FOR SERVICE.

NEW YORK, June 12th.
A special to the *World* from Washington says that the Navy Department has pronounced the *Albatross* and *New Orleans* unfit for service. These two warships were purchased in England by the Navy Department just before war was declared with Spain. The *New Orleans* was brought to this country and was in service, but the *Albatross* was in the course of construction. She was tied up in English waters by the laws of neutrality.

Rear Admiral Hichborn, chief of the Bureau of Construction and Repair, today filed with the department the report of Naval Constructor Bowles, who inspected the *New Orleans* at the Brooklyn navy yard and made discoveries. This news is disappointing to the department, as the *New Orleans*, by reason of her good showing in Cuban waters, was looked upon as a worthy ship. What is worse, the experts have no remedy to offer for these defects.

The *Albatross* has Armstrong's ship yards in England and is advanced 80 per cent toward completion. The two ships are built along exactly the same lines and what is true of one is true of the other.—*S. F. Call.*

AMERICAN CROPS.

The San Francisco Chamber of Commerce is in receipt of a paper from the statistician of the Department of Agriculture at Washington upon the condition of the principal crops of the United States for June. It says preliminary reports of the spring wheat average indicate a reduction of about 17,000 acres, or 2.5 per cent. Of the twenty-five States reporting an increase or upward in spring wheat, six report an increase aggregating about 245,000 acres, and fourteen a decrease amounting to about 715,000 acres. The average condition of spring wheat on June 1 was 91.4, as compared with 100.9 at the corresponding date of last year.

The average condition of winter wheat is 67.3, as compared with 90.8 of the corresponding date of last year. The total reported acreage in oats is seven-eighths of one per cent less than last year. The acreage reported as under barley is 3.1 per cent greater than last year. The acreage under rye shows a decrease of 8.9 per cent as compared with last year.—*Call.*

THE NICARAGUA CANAL PROBLEM.

Secretary Hay has announced the names of the members of the commission appointed by President McKinley to determine the most feasible and practicable route for an isthmian canal. It is said that as a whole the commission is regarded as very satisfactory in Washington. All the members are reported to be in favour of the Nicaragua route, and it is thought they are inclined to the Nicaragua route, though it is added, "inquiry may change the minds of some of them."

Whatever may be the views taken of the subject by a majority of the new commission, there is one at least who is not sanguine of the outcome. Lewis M. Haupt, a civil engineer, and one of the two Pennsylvanians appointed to the commission, has already declared a conviction that the new investigation is simply another means of providing for delay in the work. He maintains the various routes have been thoroughly investigated and that nothing new of value can be added to the information now in the hands of the Government.

The opposition to the canal, says Mr. Haupt, is powerful and active. It never rests. It is composed of many elements. Among its forces are the transcontinental railroads, the Panama Canal Company, certain European interests represented here by what Mr. Haupt calls "a technical commission composed of British, French, German and other engineers," and last, but not least, Great Britain acting as a Government, and seeking to prevent the opening of a route which would endanger her commercial supremacy in the East.

Either of these forces acting singly is sufficiently strong to make a dangerous opposition to the great enterprise, which in itself is one of such magnitude that many people hesitate to approve it. When united they make an anti-buffing well fitted to venture upon the task of building the canals of a great people, and a consideration of it as Mr. Haupt declares, "is almost enough to make one despair."

According to the reports from Washington, there is a belief that the work of the commission will require at least two years, but there is added the statement "The President desires the commission shall submit a report during the next session of Congress in order that action may be taken toward the construction of the canal." If such be the intention of the President, the work of the commission can hardly be more than a preliminary visit to Panama and Nicaragua, followed by a report based upon examinations already made.

It is not easy to perceive why such a new report should be deemed necessary when one is already in the hands of the President from the Walker commission. There is, however, a gleam of hope in the latter statement, and possibly so far from leading to procrastination, as Mr. Haupt fears, the new commission may be of service in hastening the undertaking of the great enterprise.

WASHINGTON, June 12th.
Admiral Walker, chairman of the new Nicaragua Canal Commission, has called a meeting of the commission for next Thursday, June 15, when it is expected the question whether the Commissioners shall be the question of Central America, and begin the work in hand, or delay until the yellow fever season has passed, will be decided. It is believed the start from New York will be made by July 1, or before.

It is said the commission will endeavour to finish the work in time to report to Congress by January 1 next. Unless Civil Engineer Lewis Haupt disavows the authenticity of published views credited to him, his resignation as a member of the Isthmian Commission will be asked for, and the vacancy filled by the appointment of another engineer. Notice has been taken by the President of the interview with Mr. Haupt, and it has been called to his attention with the request that he at once inform the President of its correctness.

This action is due to the earnest desire of the Chief Executive that a commission shall be organized which will make a fair and impartial investigation and submit an unbiased report. If Mr. Haupt is already classed in favour of the Nicaragua canal, as the statements attributed to him would seem to show, and so strongly opposed to the Panama waterway, it is apparent that his report on the commission, now that the public generally would inquire the value of its report. For this reason the President has been constrained to ask Mr. Haupt for an explanation.

The friends of Mr. Haupt here are confident that the views attributed to him are substantially correct. It is said he has talked in much the same way to the press. His removal from the commission will mean a distinct loss to the Nicaragua element, and a distinct gain to the Panama element.—*S. F. Call.*

THE CUBANS GET READY FOR REVOLT.

HAVANA, June 13th.
Officers in charge of the Cuban forces at Guantabaco have ordered all the arms from the soldiers and gone into the country with them. Mayor Hyatt has reported this condition of things to General Ludlow. There were about 300 soldiers in that city, and they were the best armed forces in the neighbourhood of Havana, having many Mausers, good carbines and Springfield rifles. These soldiers were awaiting the return of Lieutenant Colonel Randall from the country to receive their money at Havana on Thursday.

The fact that the officers had collected these arms was not known to Mayor Hyatt until Sunday. He was given authority to receive the arms, but only nine weapons had been given up. On investigation he learned that the officers had represented themselves as agents for the Government, and on securing the arms immediately left the city.

It is now suspected that a similar condition of affairs exists in many places and on the island, and that there are being put in hiding awaiting an uprising, or have been already distributed among bandits, who, according to all reports, are well armed.

The apparent indifference of the Government to the capture of bandits and to the protection of Spaniards in the country has brought forth strong protests from Spaniards in Havana, they ascribing the seeming apathy of General Brooke to the fact that he depends wholly on reports of the Cuban secretaries, mayors and civil governors for information, and saying that facts are misrepresented. Bandits, they say, have killed only Spaniards on their raids, and Spaniards assert that an attempt is being made in the unprotected provinces to exterminate the race.—*S. F. Call.*

THE ALASKA BOUNDARY.

WASHINGTON, June 12th.
While hopeful that the modus vivendi with Great Britain respecting the provisional Alaskan boundary will be settled upon the lines laid down by Ambassador Choate, there seems to be some apprehension in official circles that the London government will demand further concessions. So far as the boundary itself is concerned the two governments are near enough agreed to make it appear that there will be no hitch as to the location of the line. There seems to be a disposition to believe that in view of Canada's failure to secure a port on the Pacific for her great Northwest Territory, she will urge the British Government to ask of the United States that all goods imported into the Dominion from the Alaskan coast be permitted to come in free of duty and that a certain zone be set aside through which goods could pass without hindrance. This proposition has not yet been submitted, but it is stated that it will be immediately rejected whether the concession desired be either temporary or permanent.

The Dalton trail seems, yet to be the only point under discussion, and it is stated with positiveness that the line will be placed just to the north of the village of Klukwan and will not include it. This location will deprive the Canadians of the port they are so anxious to obtain.—*Call.*

THE SUGAR TRUST.

WASHINGTON, June 13th.
The Industrial Commission held only an afternoon session and saw only one witness to-day, J. N. Jarvis, of the firm of Arbuckle and Co., manager of the firm's sugar refining business. Mr. Jarvis's testimony was brief. He was easy and courteous in his attitude toward his inquirers, refusing to answer only one question, viz: How much it cost his company to refine sugar. He said he did not wish to give information of that sort to his business competitors.

Mr. Jarvis put the necessary margin between raw and refined sugar at between 50 and 60 points to allow a profit on the business. He said that when his firm started business in 1893 this margin was about 50. It had dropped as low as 32 and was now about 30. His firm, he said, had never cut the price of sugar except to meet the rates of the American Sugar Refining Company, commonly known as the sugar trust. When asked if the Arbuckles would continue to meet the trusts' figures he replied decisively that his firm was in the refining business to stay. Beyond that he did not wish to say.

He explained the entrance of the Arbuckles into the sugar field by saying that in 1892 they secured a machine for weighing and packing sugar and undertook to sell package sugar to the wholesale trade. They bought from the American Refining Company, but found they could make no profit in that way, and so started their own refinery. He said the tariff differential of one-eighth of a cent a pound on refined sugar did not figure in the business just now. Domestic competition was so sharp as to keep out all foreign sugar. Asked if the removal of the one-eighth of a cent would affect the business now, he said he did not know enough about the foreign trade to say.

Mr. Jarvis said there had been many overtures from the sugar trust to settle the difficulties with the Arbuckles, but they had all been for "stock-jobbing" purposes, and consequently there had been nothing in them. Witnesses in speaking of the coffee business, in which the American Sugar Refining had invaded the Arbuckles field, said that while there had been a decline in prices, it would not be fair to lay it all to competition, as there had been a great increase in coffee production all over the world, last year's crop going from 11,000,000 to 15,000,000 bags.

Asked if he could suggest any plan, he said that the fight should only stop when the one big concern decided to be content with less than two per cent of all the business in the country. When asked how long the rival company could keep on selling sugar at a loss, Mr. Jarvis replied cheerfully that he thought concern supplying 90 per cent of the sugar sold in this country would lose money under those conditions than the firm supplying the other 10 per cent, and that he had the 10 per cent end of the bargain just now.—*S. F. Call.*

Intimations.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have this Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & CO.) to which address all communications should be addressed.

ETI F. SKERTCHLY, Manager.
Hongkong, 1st May, 1899.

CARBOLEUM-MANUFACTURERS USED FOR OVER 25 YEARS With the Oldest Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus, Rot and Distemper.

LUTGENS, INSTANTMAN & CO. Agents for China.
Hongkong, 11th September, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW:
THE Company's Steamship

"THALES."
Captain Hall, will be despatched for the above Ports, TO-MORROW, the 21st instant, at 10 A.M.
For Freight or Passage, apply to DOUGLAS LARPAIK & Co., General Managers.
Hongkong, 20th July, 1899. [943a]

"GLEN" LINE OF STEAMSHIPS.
FOR LONDON, VIA SUEZ CANAL.
THE Steamship

"GLENGYLE."
Captain H. Hill, will be despatched as above on SATURDAY, the 22nd instant.
For Freight or Passage, apply to MCGREGOR BROS. & GOW.
Hongkong, 8th July, 1899. [942a]

THE OSAKA SHOSHEN KAISHA.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"MAIDZURU MARU."
Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 23rd instant, at Daylight.
For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.
Hongkong, 17th July, 1899. [942a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.

"SUNGKIANG."
Captain Dodd, will be despatched as above on SUNDAY, the 23rd instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th July, 1899. [937a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TSINAN."
Captain Anderson, will be despatched as above on MONDAY, the 24th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the "S.S. Co. and vice versa."
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 6th July, 1899. [877a]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.

"KWEIYANG."
Captain Outerbridge, will be despatched as above on MONDAY, the 24th instant.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 14th July, 1899. [899a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE New Steamship

"YANGTSE."
H. Allen, Commander, will be despatched for the above Port, on SATURDAY, the 29th July.
For Freight, apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 12th June, 1899. [785a]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"DIOMED."
Captain Goodwin, will be despatched as above on SATURDAY, the 29th instant.
For Freight, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 18th July, 1899. [921a]

FOR NEW YORK VIA SUEZ CANAL.
THE British Steamship

"GHAZEE."
will be despatched for the above port on or about the 31st July, 1899.

"SIRK" "ARGYLE" "JOHN SANDERSON" "AFGHANISTAN" At Intervals of 2 weeks.
For Freight, apply to DODWELL & CO., LIMITED, Agents.
Hongkong, 12th July, 1899. [908a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROBT. M. SLOMAN & Co. HAMBURG).
FOR NEW YORK VIA SUEZ CANAL.
THE Full-powered Steamship

"PISA."
will be despatched as above on or about the 15th September.
The Steamer has Superior Accommodation for First and Second class Passengers and has an Average Speed of 13 knots per hour.
For Freight or Passage, apply to CARLOWITZ & Co., Agents.
Hongkong, 18th July, 1899. [938a]

LET 'EM ALL COME TO YEE CHUN'S STUDIO.

At No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS are executed at Moderate Prices.
Hongkong, 18th July, 1899. [942a]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
S.S. "SIKH."
FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 27th instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 2 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 14th July, 1899. [941a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
FROM NEW YORK AND STRAITS.

THE Steamship

"INDRANI,"
having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained.
Cargo remaining undelivered after the 24th instant, will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all claims for damages and/or shortages not later than the 1st instant, otherwise they will not be recognized.
Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.
Hongkong, 17th July, 1899. [927a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
FROM NEWPORT, GLASGOW AND LIVERPOOL.

THE Company's Steamship

"OOPACK,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 26th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant, will be subject to rent.
Optional Goods will be landed here unless instructions are given to the contrary before Noon, TO-DAY.

GENERAL AVERAGE PER S.S. "KAISOW."
Cargo ex this Vessel having arrived per s.s. "Oopack," consignees are hereby informed that a General Average Bond must be signed and a Deposit made before Bills of Lading can be countersigned.
The Average Bond is lying at the Office of the Undersigned for signature.
Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.
Hongkong, 17th July, 1899. [930a]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

"MORAVIA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.
From Trieste, ex S.S. *Istria* transhipped at Bombay.
From Venice, ex S.S. *Massimiliano* and *Albatross* transhipped at Trieste.
Optional Cargo will be landed here unless notice to the contrary be given immediately.
No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 25th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant, will be subject to rent.
Bills of Lading will be countersigned by SANDER, WELER & Co., Agents.
Hongkong, 18th July, 1899. [907a]

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"BOMBAY,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such consignments will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
The vessel brings on Cargo:
From Italy, ex S.S. *Thames*.
From Madras, ex S.S. *Landaula*.
Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.
Goods not cleared by the 24th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.
H. A. RITCHIE, Superintendent.
Hongkong, 18th July, 1899.

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.
CONSIGNEES OF CARGO per Steamship

"DORIC."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.
J. S. VAN BUREN, Agent.
Hongkong, 17th July, 1899. [941a]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARGYLE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th instant, or they will not be recognized.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by DODWELL & CO., LIMITED, Agents.
Hongkong, 19th July, 1899. [941a]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM NEWPORT, GLASGOW AND LIVERPOOL.

THE Company's Steamship

"TEENKAI,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 28th instant, or they will not be recognized.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on the 28th instant.
No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 25th instant will be subject to rent.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon TO-MORROW.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.
Hongkong, 19th July, 1899. [946a]

To be Let.

TO LET.
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H."
c/o of this Office.
Hongkong, 17th May, 1899. [664a]

TO LET.
WITH IMMEDIATE POSSESSION.

THE SECOND FLOOR of No. 7, QUEEN'S ROAD.
Apply to E. D. SASSOON & CO.
Hongkong, 23rd May, 1899. [667a]

TO LET UNTIL JUNE 1900.

AT PRAYA CENTRAL—Whole or Part of Rooms formerly occupied by the INSTITUTION OF ENGINEERS AND SHIPBUILDERS OF HONGKONG.
Single Rooms from \$20 upwards. Apply to the MANAGER or SECRETARY, At No. 2, Praya Central.
Hongkong, 11th July, 1899. [902a]

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowring Saw Mills.
GROUND FLOOR, 52, PEARL STREET.
OFFICES—1st floor, No. 10, PRAYA CENTRAL. (Lately occupied by Messrs. MEICHERS & Co.)
GODOWN, No. 74, PRAYA CENTRAL.
Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 21st June, 1899. [177a]

TO LET.

OFFICE ROOMS on 1st floor of No. 4, Queen's Road Central, (lately the IMPERIAL BANK OF CHINA).
Apply to Comptroller Office, E. C. HOCHAPPEL.
Hongkong, 23rd March, 1899. [398a]

F. BLACKHEAD & CO.

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJENS' GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM, and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

HONGKONG, 18th July, 1899.

Intimations.

THE MUTUAL STORES (SUB AGENTS LIPTON LIMITED).

25, 27 & 29, POTTINGER STREET, HONGKONG.

JUST ARRIVED PER S.S. "YAMATTA MARU."

ANOTHER LARGE CONSIGNMENT OF FRESH AUSTRALIAN CREAMERY BUTTER 80 CENTS per lb.

HONGKONG, 27th June, 1899.

THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others. THE GRILL ROOM. Hongkong, 1st September, 1897. [39]

KUHN & KOMOR, (21 & 23, QUEEN'S ROAD).

JUST RECEIVED A COLLECTION OF JAPANESE PLAID-SILK and SUNSHADES. [42]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE. W. G. HUMPHREYS & Co., Bank Buildings. Hongkong, 9th March, 1897. [17]

GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obstructed Coughs, or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP OF HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other remedies have failed.

GRIMAULT'S SYRUP immediately arrests the Cough, Spitting of blood and Night sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

GRIMAULT'S SYRUP has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co., Paris, 121 rue de Valenciennes.

Intimations.

NOTICE.

PRIVATE BOARD AND RESIDENCE,
166, Queen's Road East.
Mrs. HORTON.
Hongkong, 30th June, 1899.

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
cription IN STOCK.
INCLUDING—

BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,
Erected and kept in order.

Estimates given for all kinds of Electrical
work.

Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS:—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898.

GENERAL CATALOGUE

BUYERS' GUIDE

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Montgomery Ward & Co.,
111 to 125 Michigan Ave., Chicago, U.S.A.

The Share Market.

LATEST QUOTATIONS.

(July 20th, 1899.)

Hongkong and Shanghai Banking Corporation
23 1/2 per cent. prem.

The Bank of China & Japan, Ltd. (Preference)
100.00

The Bank of China & Japan, Ltd. (Ordinary)
95.00

The Bank of China & Japan, Ltd. (Deferred)
95.00

National Bank of China, Ltd.—\$247
Do. — \$247

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$235

China Traders' Insurance Co., Ltd.—\$62

North China Insurance Co., Ltd.—\$110

Yangtze Insurance Assoc. Ltd.—\$105

Canton Insurance Office, Ltd.—\$140

Strath Insurance Co., Ltd.—\$51

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$110

China Fire Ins. Co., Ltd.—\$99

Shipping.

Hongkong, Canton, and Macao Steamboat Co.,
Limited—\$324

Indo-China Steam Navigation Company, Ltd.
—\$268

China and Manila S.S. Co., Ltd.—\$91

Refineries.

China Sugar Refining Co., Ltd.—\$175

Luxon Sugar Refining Co., Ltd.—\$57

Mineral.

Panjon Mining Co., Ltd.—\$14

Do. Preference Shares—\$250

Société Française des Charbonnages du Ton-
kin—\$245

Queen Mines, Limited—\$50

Jelobu Mining and Trading Co., Ltd.—\$131

buyers.

Raub Allain Gold Mining Co., Ltd.—\$62

Oliver's Freehold Mines, Ltd.—\$7

Oliver's Freehold Mines, Ltd.—\$7

Great Eastern and Caledonian Gold Mining
Co., Ltd.—\$225

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—400

per cent. prem.

Hongkong and Kowloon Wharf and Godown
Company, Limited—\$97

Wanchai Warehouse and Storage Co., Ltd.—\$41

New Amoy Dock Co., Ltd.—\$158

Land, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.
—\$975

Hongkong Land and Investment and Agency Co.,
Ltd.—\$38

Kowloon Land and Building Co., Ltd.—\$30

West Point Building Co., Ltd.—\$34

Hongkong Hotel Co., Ltd.—\$107

Humphreys' Estate and Finance Co., Ltd.—
\$12

Miscellaneous.

Green Island Cement Co., Ltd.—\$28

China-Borneo Co., Limited—\$18

A. S. Watson & Co., Limited—\$18

Hongkong Electric Co., Limited—\$122

Hongkong and China Gas Co., Ltd.—\$130

Hongkong Rope Manufacturing Co., Ltd.—\$181

Geo. Fenwick & Co., Ltd.—\$42

Hongkong Ice Co., Ltd.—\$120

Hongkong High-Level Tramways Co., Ltd.—
\$145

Dairy Farm Co., Limited—\$54

Hongkong & China Bakery Co., Ltd.—\$25

Campbell, Moore & Co., Ltd.—\$11

Bell's Asbestos Eastern Agency, Limited—\$1

nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5

Cannichael & Co., Limited—\$8

Hongkong Cotton Spinning, Weaving and
Dyeing Co., Ltd.—\$30

Ewe Cotton Spinning & W. Co., Ltd.—\$15

International Cotton Mfg. Co., Ltd.—\$10

Laou-kung-mow Cotton Spinning & Weaving
Co., Ltd.—\$15

Soy Chee Cotton Spinning Co., Ltd.—\$15

Yahong Cotton Spinning Co., Ltd.—\$15

Tebrau Planting Co., Ltd.—\$3

per share.

Tebrau Planting Co., Ltd.—\$3

per share.

per share.

per share.

per share.

per share.

per share.

per share.

VISITORS AT THE WINDSOR HOTEL.

Mr. Juan Asistrete. Dr. C. H. McKuley.
Mr. F. M. Bell. Mr. W. Neuss.
Mr. L. Bertholin. Mr. E. Ormachea.
Mr. and Mrs. E. C. Mr. M. Farde.
Mr. and Mrs. E. C. Mr. M. Farde.
Mr. W. Bray. Mr. H. Rees.
Mr. Loper Brea. Mr. Fr. Reiber.
Mr. F. Birkbe. Mr. C. Ross.
Mr. Geo. F. Consey. Mr. G. W. Spencer.
Mr. A. de Elizalde. Col. and Mrs. D. D.
Mr. Clement Gochinco. V. V. Valzab.
Mr. A. Johnston. Mr. M. Walcott.
Mr. C. H. Kemp. Mr. J. H. Watson.
Mr. and Mrs. Lochs.

ORUM QUOTATIONS.

Hongkong, 20th July.
New Patna, 815 per chest.
Old, 862.
New Benares, 817.
New Malwa, credit, 700 per picul.
Old Malwa, credit, 740/840.
Persian, paper, 600/760.

VESSELS IN PORT.

ARGYLE, British steamer, 1,808, Thomson, 19th
July, Singapore 13th July, General.
ATAPA, British steamer, 2,393, Leary, 19th July,
New York 24th May, and Colombo 5th
July, Oil, Standard Oil Co.
BUCEPHALUS, British steamer, 1,192, M.
Robinson, 7th July, Samarang 25th June,
Sugar, Doddwell & Co.
CHINA, German steamer, 1,115, P. Voss, 16th
July, Saigon 11th July, Rice, Siemens
& Co.
CHOWPA, British steamer, 1,055, J. Williamson,
19th July, Bangkok 12th July, and Koh-
si-chang 13th, General, Butterfield &
Swire.
CHOYBANG, British str., 1,194, G. H. Bowker,
15th July, Wuhu 9th July, and Chinkiang
11th, General, Jardine, Matheson & Co.
DORIC, American steamer, 2,691, Harry Smith,
R.N.R., 17th July, San Francisco 17th
June, Honolulu 24th, Yokohama 7th July,
Kobe 12th, Nagasaki 13th, and Shanghai
15th, Mails and General, O. & O. S. S.
GODAVERY, French steamer, 713, Orsim, 12th
April, Saigon 25th March, General—
Chimese.
HAILONG, British steamer, 783, A. J. Robson,
16th July, Swatow 15th July, General—
Douglas, Lapraik & Co.
HANOI, French steamer, 705, Menard, 19th
July, Haiphong 18th July, and Hainan
18th, General, A. R. Marry.
HONGKONG, German steamer, 2,030, H.
Kirchner, 18th July, Yokohama 7th July,
Kobe 12th, and Nagasaki 14th, General—
Melchers & Co.
HOLSTEIN, German steamer, 1,103, M. Island,
7th July, Saigon and July, Rice, Jensen
& Co.
INGRABAN, German steamer, 894, E. F. Piper,
18th July, Canton 17th July, General—
Meyer & Co.
KINSHU MARU, Japanese steamer, 2,459, W.
Brady, 18th July, Moji 14th July, Gen-
eral, Nippon Yusen Kaisha.
KYOTO MARU, Japanese steamer, 1,666, T.
Sakurai, 15th July, Moji 7th July, Coal.
—Doddwell & Co.
MACHEW, British steamer, 995, T. E. Farrell,
14th July, Bangkok 7th July, Rice, —
Yuen Fat Hong.
MAUSANG, British steamer, 1,643, P. M. B.
Lake, 15th July, Sandakan 8th July,
Timber, Jardine, Matheson & Co.
MONKOUTSHIRE, German steamer, 859, A. S. Calder,
17th July, Koh-si-chang 10th July, Rice.
Yuen Fat Hong.
MONMOUTHSHIRE, British steamer, 1,871, W.
A. Evans, 9th July, Portland, Oregon
13th June, General and Flour, —Doddwell
& Co.
OSLO, Norwegian steamer, 778, Ch. Pederson,
18th July, Saigon 14th July, Rice, —
Jensen & Co.
PANSKIAN, British steamer, 1,238, J. Jenkins,
18th July, Saigon 12th July, Rice, —
Bradley & Co.
ROBERTA, British steamer, 2,030, G. C. Talbot,
R.N.R., 19th July, Yokohama 12th July,
General—P. & O. S. S. Co.
TETARTOS, German steamer, 1,578, T. Dealer,
12th July, Saigon 9th July, Rice and
General—Siemens & Co.
THALES, British steamer, 820, T. Hall,
19th July, 19th July, 16th July, and Amoy
17th, General—Douglas, Lapraik & Co.
TRIUMPH, German steamer, 670, A. Rickes,
18th July, Pakhoi 12th July, and Hainan
17th, General—Jensen & Co.
UNITY, Norwegian steamer, 929, Hansen, 19th
July, Sourabaya 10th July, Sugar—
Lauts, Wegener & Co.

Sailing Vessels.

DRUMBURTON, British 14-mast ship, 1,773,
Spurring, 10th June, Seattle, Wash. 24th
April, Flour, —C. Richardson.
G. C. TOBBY, American bark, 1,390, J. F.
Shurtlet, 4th May, Tacoma 7th Nov.,
Timber—Order.
IVY, American ship, 1,181, H. J. Halstad, 27th
June, Singapore 9th June, Timber—
Order.
LADY MITCHELL, British schooner, 754, S.
Mugford, 9th July, Saigon and July, Rice,
—Meyer & Co.
P. N. BLANCHAN, American bark, 1,503, N. W.
Blanchan, 15th June, Chiofo 12th May,
Ballast—Captain.
ROSE, British bark, 455, Rickers, 12th June,
Fredericksburg, W.A. 1st May, Sandal-
wood, Siemens & Co.
SHERMAN, British schooner, 676, R.
H. Dunham, 16th July, Saigon—Peak
(Foonchow) 12th July, Telegraph Cable—
Telegraph Co.
STANFIELD, British bark, 576, Wilson, 2nd
July, Rajong 4th June, Timber—Master.
TAM O'SHANTER, Amr. ship, 2,254, Ballard,
15th June, Yokohama 20th May, Ballast,
—Arnhold, Karberg & Co.

HER BRITANNIC MAJESTY'S SHIPS.

ON THE CHINA STATION.

Hongkong, July 20th, 1899.
Alert, dispatch vessel, 1,700 tons, 10.6 p.d.,
4 guns, 3,000 h.p., Commander A. H.
Smith-Dorrien, Wei-hai-wei.
Albatross, sloop, 1,250 tons, 6 guns, 1,100 h.p.,
Com. J. W. Slade, Foochow.
Aurora, British cruiser, 1,500 tons, Capt. E. F.
Barnard, 1st class battleship, 13,000 tons, 24
guns, 15,165 h.p., Captain H. G. S. G.
Colville, C.B., Yokohama.
Bosporus, British class cruiser, 4,300 tons, 18
guns, 9,000 h.p., Capt. R. Montgomery,
Shanghai.
Briton, British cruiser, 1,770 tons, 6 guns, 5,600
h.p., Capt. Wray, Wei-hai-wei.
Centurion, British battleship, 13,000 tons, 24
guns, 15,165 h.p., Captain H. G. S. G. Colville,
C.B., Yokohama.
Daguerre, sloop, 1,445 tons, 6 guns, 1,100 h.p.,
Comdr. G. W. Slade, Foochow.

East coast defence gunboat, 365 tons, 6 guns,
300 h.p., Lieut. Comdr. C. Chadwick,
Shanghai.
Fama, twin screw, torpedo-boat destroyer, 402
tons, 5,400 h.p., Lieut. Com. R. Keyes,
Hongkong.
Firebrand, 3rd class gunboat, 455 tons, 4 guns,
300 h.p., Hongkong.
Griffin, 1st class cruiser, 7,350 tons, 12 guns,
11,483 h.p., Capt. W. Fisher, Hongkong.
Hansa, twin screw, torpedo-boat destroyer,
250 tons, 6 guns, 4,000 h.p., Hongkong.
Hart, twin screw, torpedo-boat destroyer, 260
tons, 6 guns, 4,000 h.p., Hongkong.
Hermione, and class cruiser, 4,300 tons, 9,000
h.p., 18 guns, Capt. G. Callaghan, Amoy.
Humber, storeship, 1,540 tons, 800 h.p., Com.
H. J. Davidson, Hongkong.
Iphigenia, and class cruiser, 3,600 tons, 8
guns, 7,000 h.p., Capt. H. N. Dudding,
Wei-hai-wei.
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Commander W. W.
Synthe, Shanghai.
Peacock, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. P. S. St. John,
Manila.
Phaenix, sloop, 1,050 tons, 6 guns, 1,100 h.p.,
Com. R. P. Cochran, Singapore.
Pigmy, 1st class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. J. F. E. Green,
Hongkong.
Plover, 2nd class gunboat, 755 tons, 6 guns,
1,200 h.p., Lieut. Comdr. S. V. Y. De M.
Copper, Hongkong.
Powerful, 1st class cruiser, 14,200 tons, 25,000
h.p., Hon. H. Lambton, Wei-hai-wei.
Rattler, 1st class gunboat, 715 tons, 6 guns,
1,200 h.p., Lieut. Com. The Hon. G. A.
Hardinge, Foochow.
Swift, gun-vessel, 756 tons, 2 heavy guns, 4
6-pounders, 870 h.p., Foochow.
Tamar, receiving ship, 4,600 tons, Comdr.
1st class, Hongkong.
Tweed, 2nd class gunboat, 363 tons, 3
guns, 200 h.p., Hongkong.
Undaunted, 1st class cruiser, 5,600 tons, 12
guns, 8,500 h.p., Capt. A. C. Clarke,
Wei-hai-wei.
Victorious, British battleship, 14,900 tons, 32
guns, 12,000 h.p., Captain A. Schomberg,
Yokohama.
Waterwitch, surveying vessel, 620 tons, Com-
mander W. P. Dawson, Chusan.
Whiting, twin screw, torpedo-boat destroyer,
400 h.p., Lieut. Com. Marquis, Macao.
Whitcomb, 1st class gunboat, 715 tons, 6 guns,
1,200 h.p., Lieut. Comdr. E. Kelly, Hongkong.
Wittem, coast defence ship, 2,750 tons, 4 guns,
1,000 h.p., Hongkong.
Torpedo-boats in Reserve Nos. 8 and 20, 35,
36, 37 and 38, first-class; and 3 second-class
boats.

Miscellaneous.

Amerigo Vesputi, Italian cruiser, 1,200 tons,
Capt. Zeli, Singapore.
Bento, Portuguese gunboat, 462 tons, 3 guns,
400 h.p., Lieut. Com. Marques, Macao.
Etna, Italian cruiser, 3,530 tons, Capt. G.
Girollo, Shanghai.
Kaiserin Elisabeth, Austrian cruiser, 4,064
tons, 9,000 h.p., Capt. Julian, Shanghai.
Liberal, Portuguese gunboat, 588 tons, Comdr.
Cunha, Macao.
Marco Polo, Italian cruiser, 1,457 tons, Captain
Ed. Incewott, San Mun.
Stromboli, Italian cruiser, 3,359 tons, Captain
Cantamitis, Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser,
5,000 tons, twin screw, 36 guns, 9,500 h.p.,
Captain Molas, at Port Arthur.
Albatross, Russian gunboat, 810 tons, 8 guns, 760
h.p., Captain Elksky, at Vladivostok.
Bobro, Russian gun-vessel, twin screw, 950 tons,
12 guns, 1,150 h.p., Captain Belkman, at
Nagasaki.
Dimitri Donskoi, Russian armoured cruiser,
5,893 tons, twin screw, 34 guns, 7,000 h.p.,
Com. Witkoff, at Vladivostok.
Gaidamak, Russian gunboat, 400 tons, twin
screw, 18 guns, 3,500 h.p., Capt. Serbren-
nikoff at Vladivostok.
Gremiatichy, Russian armoured cruiser, 1,492
tons, twin screw 12 guns, 2,000 h.p., Capt.
Boubenoff, at Port Arthur.
Koreity, Russian cruiser, 1,200 tons, 9 guns,
1,100 h.p., Capt. Serbrennikoff, at Port
Arthur.
Kryazev, Russian cruiser, 1,305 tons, 18 guns,
1,800 h.p., Capt. Zvinsky, at Singapore.
Mandarin, Russian cruiser, 1,213 tons, twin
screw, 14 guns, 1,500 h.p., Capt. Kachaloff,
at Vladivostok.
Navarin, Russian battleship, 10,000 tons, 10
guns, 9,000 h.p., Captain Tenrich, at
Vladivostok.
Naryshkin, Russian cruiser, 1,334 tons, 14 guns,
1,800 h.p., Capt. Zarine, at Port Arthur.
Odnary, Russian armoured cruiser, 1,490 tons,
twin screw, 12 guns, 2,000 h.p., Captain
Coppinoff, at Nagasaki.
Pamiat Azova, Russian cruiser, 6,000 tons, 36
guns, 8,000 h.p., Captain Virenius, at
Vladivostok.
Rostia, Russian armoured cruiser, 12,200 tons,
Capt. Demoloff, at Port Arthur.
Rurik, Russian cruiser, 10,940 tons, armoured
twin screw, 1st class, 44 guns,
15,500 h.p., Capt. Zarine, at Port Arthur.
Silat, Russian gunboat, 4 guns, 1,200 h.p.,
Capt. Baranoff, at Vladivostok.
Stout Valley, Russian battleship, 10,000 tons,
10 guns, 8,500 h.p., Capt. C. Paresnyo,
at Port Arthur.
Stooshy, Russian gunboat, 500 tons, twin
screw 13 guns, 1,200 h.p., Capt. Astromoff,
at Port Arthur.
Vladimir Monomach, Russian cruiser, 6,000
tons, 36 guns, 8,000 h.p., Capt. Zarine, at
Port Arthur.
Vostok, Russian torpedo gunboat, 450 tons,
6 guns, 1,200 h.p., Com. Molchouky, at
Vladivostok.
Vostok, Russian (torpedo) boat, 400 tons, 18
guns, twin screw, 3,500 h.p., Capt. Rogul,
at Vladivostok.
Yakov, Russian gunboat, 16 guns, 890 h.p., at
Vladivostok.
Zabzka, Russian cruiser, 1,335 tons, 20 guns,
2,000 h.p., Capt. Shkurff, at Port Arthur.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).
Borgo, 1st class Russian torpedo boat, 81 tons,
3 guns, 2 top tubes, 1,100 h.p., speed 21
knots.
Revel, 1st class Russian torpedo boat, 80 tons,
3 guns, 2 top tubes, 800 h.p., speed 22 knots.
Savushin, 1st class Russian torpedo boat, 80
tons, 3 guns, 2 top tubes, 700 h.p., speed
19.7 knots (1st and 2nd class).
Foti, Russian torpedo boat, 83 tons, 1 gun,
2 top tubes, 1,100 h.p., speed 21 knots.
Janichin, Russian torpedo boat, 87 tons, 4
guns, 970 h.p., 19 knots.
Nargus, Russian torpedo boat, 81 tons, 4 guns,
1,200 h.p., 22 knots.
Novomirsk, Russian torpedo boat, 87 tons, 4
guns, 1,200 h.p., 22 knots.
Podarinnik, Russian torpedo boat, 81 tons, 4
guns, 1,200 h.p., 16 knots.
Sik, Russian torpedo boat, 83 tons, 1 gun, 2
top tubes, 1,100 h.p., speed 21 knots.
Shchegol, Russian torpedo boat, 83 tons, 1 gun,
2 top tubes, 1,100 h.p., speed 21 knots.

Solovka, Russian torpedo boat, 87 tons, 4 guns,
1,200 h.p., 19 knots.
Suralat, Russian torpedo boat, 83 tons, 1 gun,
220 h.p., 16 knots.
Strava, Russian torpedo boat, 83 tons, 1 gun,
220 h.p., 16 knots.
Sungur, Russian torpedo boat, 140 tons, 4
guns, 1,800 h.p., 22 knots.
Usuri, Russian torpedo boat, 140 tons, 4 guns,
1,800 h.p., 22 knots.
Flagship of Vice-Admiral Alexieff.
Flagship of Rear-Admiral V. Dubossioff.
Flagship of Rear-Admiral Koussoff.

THE FRENCH SQUADRON.

Asie, French gunboat, 463 tons, 6 guns, 453
h.p., Captain Journet, at Saigon.
Bayard, French flagship, 1,568 tons, 36 guns,
4,500 h.p., Capt. Joannet, at Yokohama.
Beaulieu-Beauport, French cruiser, 1,246 tons,
14 guns, 895 h.p., Captain Ternet, at
Cheloo.
Brus, French cruiser, 4,750 tons, 16 guns,
8,800 h.p., at Saigon.
Camille, French gunboat, 473 tons, 6 guns, 631
h.p., Captain Simon, at Saigon.
Desbarres, French protected cruiser, 3,985 tons,
36 guns, 631 h.p., Captain Bernard, at
Nagasaki.
Eclairer, French cruiser, 1,608 tons, 15 guns,
2,408 h.p., Capt. Texier, at Along Bay.
Forfait, French cruiser, 2,321 tons, 23 guns,
2,764 h.p., Capt. Delort, at Nagasaki.
Intendant, French cruiser, 891 tons, 8 guns,
890 h.p., Capt. La Seyne, at Chemulpo.
Jean Bart, French cruiser, 10 guns, 8,000 h.p.,
Capt. Chesmar, at Toka.
Lion, French gunboat, 473 tons, 8 guns, 576
h.p., Capt. Amot, at Shanghai.
Pastal, French protected cruiser, 3,985 tons,
36 guns, 9,000 h.p., Capt. de Breizel, at
Manila.
Pluvier, French despatch-boat, 545 tons, 4
guns, 500 h.p., Comdr. Vidal, at Bangkok.
Surcouf, French gunboat, 637 tons, 10 guns,
800 h.p., at Saigon.
Triomphant, French armoured cr., 4,700 tons,
24 guns, 2,400 h.p., Capt. B. de Broizel, at
Saigon.
Vauban, French flagship, 6,150, Capt. Bouet
at Haiphong.
Vipre, French gunboat, 463 tons, 6 guns, 441
h.p., Comdr. Constelle, at Bangkok.
Flagship of Rear-Admiral Giguault de
Bedollier.

THE GERMAN SQUADRON.